OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and *at very moderate rates.*

'CHINA MAIL' OFFICE.

The China Mail.

Established February, 1845.

THE HONGKONG CHINESE MAIL.
報日字華港香
Hongkong Wa Tsz Yat Po.)
ISSUED DAILY.

CHUN-UN MAN,
Manager and Publisher.

SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

No. 10,034 | 號七十月四年五十九百八千一英 | HONGKONG, WEDNESDAY, APRIL 17, 1895. | 日三廿月三年未乙 | PRICE, $2.50 PER MONTH.

AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street,* E.C. GEORGE STREET & Co., 30, *Cornhill.* GORDON & GOTCH, *Ludgate Circus,* E.C. BATES HENDY & Co., 37, *Walbrook,* E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street.* W. M. WILLS, 151, *Cannon Street,* E.C. ROBERT WATSON, 150, *Fleet Street.*

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, *Rue de la Grange Batelière.*

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo.*

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore.*

CHINA:—*Macao,* A. A. DA CRUZ. *Amoy,* N. MOALLS & Co., LIMITED. *Foochow,* HEDGE & Co. *Shanghai,* LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama,* LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed at **3½ PER CENT.** per annum. Depositors may transfer at their option balances of $100 or more to the **HONGKONG AND SHANGHAI BANK,** to be placed on **FIXED DEPOSIT** at **5 PER CENT.** per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.
SUBSCRIBED,.....£1,125,000.
PAID-UP,.....£ 562,500.

Bankers.
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balances.

ON FIXED DEPOSITS:—
For 12 Months,.....5 %
For 6 Months,.....4 %
For 3 Months,.....3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1893. 228

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL,....£2,000,000.
CAPITAL CALLED UP,.... " 251,093.15.0.

Bankers:
CAPITAL & COUNTIES BANK, LIMITED.

Head Office:
3, PRINCES-STREET, LONDON.

Branches:
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST
Allowed on Current Accounts and Fixed Deposits can be ascertained on application.
Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, November 6, 1893. 247

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 5,000,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
J. S. MOSES, Esq.—Chairman.
J. KRAMER, Esq.—Deputy Chairman.
R. M. Gray, Esq. | S. C. Michaelsen, Esq.
C. J. Holliday, Esq. | D. R. Sassoon, Esq.
Hon. J. J. Keswick. | N. A. Siebs, Esq.
Hon. A. McCosh.
CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

T. JACKSON,
Chief Manager.

Hongkong, February 16, 1895. 343

CHAN A-TONG,
COAL MERCHANT,
No. 5, ARSENAL STREET, EAST.
Business Office: No. 21, *Gilman Street.*
672

Intimations.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE Annual General MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on FRIDAY, the 19th Instant, at 3.30 p.m., at the ROOMS of the CHAMBER, City Hall, for the purpose of receiving the Report of the Committee, and passing the Secretary's Accounts for the year ending 31st December, 1894.

F. HENDERSON,
Secretary.

Hongkong, April 16, 1895. 718

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A BONUS of TWENTY PER CENT. upon CONTRIBUTIONS for the Year 1894 has This Day been declared. WARRANTS will be Issued on the 23rd Instant.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, April 6, 1895. 663

SHANGHAI RACES.

RETURN TICKETS, FIRST SALOON, for the above Races, can be obtained on and after this date by the STEAMERS of the Undermentioned LINES, available for ONE MONTH from date of issue.

Fare, - - - - - - - - $60.

A. WOOLLEY,
Acting Superintendent,
P. & O. Company.
C. TOURNAIRE,
Acting Agent,
Messageries Maritimes Cie.
MESSRS. MELCHERS & Co.,
Agents,
North German Lloyds.

Hongkong, April 8, 1895. 669

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM 1ST APRIL TO 31ST OCTOBER).

One person, per day	$ 4.00
One person, per month ...	$75 to 80.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month	170.00

For further Particulars, apply to
THE MANAGER,
New Victoria Hotel.

Hongkong, April 10, 1895. 696

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, January 2, 1894. 1

KEATING'S POWDER.
KEATING'S POWDER.
KEATING'S POWDER.
KEATING'S POWDER.
KEATING'S POWDER.
KEATING'S POWDER.

This Powder, so celebrated, is utterly unrivalled in destroying BUGS, FLEAS, MOTHS, BEETLES, and all Insects (whilst perfectly harmless to all animal life). All woollens and furs should be well sprinkled with the Powder before placing away. It is invaluable to take to the Seaside. To avoid disappointment insist upon having "Keating's Powder." No other Powder is effectual.

KILLS { BUGS, FLEAS, MOTHS, BEETLES, MOSQUITOES.

Unrivalled in destroying FLEAS, BUGS, COCKROACHES, BEETLES, MOTHS in FURS, and every other species of insect. Sportsmen will find this invaluable for destroying fleas in the dogs, as also ladies for their pet dogs.

The PUBLIC are CAUTIONED that every package of the genuine powder bears the autograph of THOMAS KEATING; without this any article offered is a fraud. Sold in Tins and Bottles only.

KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles, by all Druggists.

Proprietor, THOMAS KEATING, London.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £275,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 5 %
" " " 6 " 4 %
" " " 3 " 3 %

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894. 889

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY,
LIMITED,
28, Queen's Road Central.

ASBESTOS PACKINGS to suit all Steam Power.

Jointings for any work, however great the pressure and temperature.

TRADE MARK BELL'S ASBESTOS.

DAGGER PACKING

LUBRICANTS both liquid and solid.

ESTIMATES given for COVERING BOILERS and STEAM PIPES, with our Patent ASBESTOS COMPOSITION.

700

W. POWELL & Co.

EX STEAMSHIP *BOMBAY.*

NEW BOOTS AND SHOES
LADIES', GENTLEMEN'S AND CHILDREN'S,
Also,
TENNIS SHOES.

W. POWELL & Co.

Hongkong, April 3, 1895. 634

Vinolia Soap

Don't use Boiled Soap for the Toilet.

"VINOLIA" IS A REFINED SOAP.
It keeps the complexion fresh and clear.

No other Soap has received such high awards as "VINOLIA" SOAP.

DON'T ECONOMIZE AT THE EXPENSE OF YOUR COMPLEXION.

VINOLIA SOAPS—All Prices. VINOLIA SHAVING STICKS and CAKES.
VINOLIA CREAM (For Itching, Face Spots, &c.), and VINOLIA POWDER (For the Complexion).

Apollinaris

"THE QUEEN OF TABLE WATERS."

"More wholesome than any aerated water which Art can supply."—THE TIMES.

SOLE AGENTS:
CARLOWITZ & CO.,
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

HONGKONG HOTEL.

Telegraphic Address, "Kremlin"—A.B.C. Code. | *Telephone,* No. 32.

BOARD and LODGING, from $4.00 per day.

HYDRAULIC LIFT to all Floors.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

E. J. RICHARDSON,
Manager.

Hongkong, January 21, 1895. 157

H. RUTTONJEE.

AUSTRALIAN PRODUCTS. AUSTRALIAN PRODUCTS.
JUST LANDED EX *CHANGSHA.*

BACON. ROLLED, FLITCHES, MIDDLES. BACON.
Per lb ... ... 15 CENTS.

Having been appointed SOLE AGENTS for these Articles, I am in a position to offer at REDUCED PRICES.

H. RUTTONJEE, 13, *D'Aguilar Street.*

Hongkong, March 22, 1895. 578

MOUNT AUSTIN HOTEL.

Telegraphic address "EXCELSIOR," Hongkong, A.B.C. Code. | 1,400 FEET ABOVE THE SEA LEVEL. | TELEPHONE No. 35.

THIS Magnificent HOTEL is situated at the most beautiful and healthy part of the Hill District. The air is delightfully cool and bracing; the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed.

THE CUISINE is under the personal superintendence of an experienced EUROPEAN STEWARD.

LAWN TENNIS:—Three Courts in splendid condition are kept for the use of VISITORS.

TRAMWAY TICKETS are supplied to Residents and Visitors at the HOTEL at *reduced rates.*

For further Particulars, apply at the OFFICE 38 and 40, Queen's Road Central, or to
THE MANAGER, MOUNT AUSTIN HOTEL.

Hongkong, September 24, 1894. 1093

Business Notices.

P. L. B. A.

'HE WHO DRINKS GOOD BEER'

SHOULD try PRESTONPAN'S LIGHT BITTER ALE.
Pure, Light, well-hopped, brewed expressly for this climate.
THE FINEST BITTER ALE IMPORTED.
At 7-doz. Pints or 4-doz. Quarts, $14.50.

Sole Agents—
WATTS & Co.,
2, Ice House Street. 653

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	DATE.	REMARKS.
SHANGHAI.....	*Canton*	About 20th April.....	Freight or Passage.
S'HAI, KOBE & YOKOHAMA....	*K'sar-i-Hind*	About 20th April....	Freight or Passage, (passing through the INLAND SEA).
LONDON, &c.....	*Ganges*	Noon, 25th April	*See Special Advertisement.*
LONDON.....	*Bombay*	About 7th May	Freight or Passage (calling at MARSEILLES, if sufficient inducement offers).

For further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, April 16 1895. | ALF. WOOLLEY, *Acting Superintendent.* 713

'NEW MILLINERY'
(JUST RECEIVED),

LADIES' SAILOR HATS, (all shapes).
UNTRIMMED STRAWS, (all shapes).
FLOWERS, FEATHERS, RIBBONS, ETC.

HONGKONG TRADING Co.,
Nos. 1 to 5, D'AGUILAR STREET,
And Under HONGKONG HOTEL.

356

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
Cabinet-maker and Art Decorator, from SHANGHAI, has opened a FURNITURE STORE at No. 3, WYNDHAM STREET,
The only Shop in Hongkong with this name,
Where HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—
"We have pleasure in stating that Mr. "LI KWONG LOONG furnished "the Annexe to our Dispensary and "gave us every satisfaction.
(Sd.) "A. S. WATSON & Co., LD."

ORDERS punctually attended to and CHARGES MOST MODERATE.
AN INSPECTION INVITED.

Hongkong, April 13, 1895. 712

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1894. 1937

STAINFIELD'S PRIVATE HOTEL,
3 DUDDELL STREET.

COMFORTABLY FURNISHED ROOMS, with every convenience.
Accommodation for Table Boarders.
Particulars, Address,
MRS. STAINFIELD,
Proprietress.

Hongkong, January 5, 1895. 38

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 2, 1895. 628

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

MRS. MATHER,
2 and 3 Peddar's Hill.

Hongkong, July 24, 1893. 1287

To Let.

TO LET.
From 1st May.

'GREENMOUNT,' CAINE ROAD. 8 ROOMS.
For Particulars, apply to
GILMAN & Co.

Hongkong, April 11, 1895. 704

TO LET.

NO. 8, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.

Hongkong, April 15, 1895. 716

To Let.

TO LET.

DWELLING HOUSES—
'HIGHCLERE,' at MAGAZINE GAP.
'DES VŒUX VILLAS,' at THE PEAK.
'DUNHEVED,' on ROBINSON ROAD, (partly Furnished).
No. 2, RIPON TERRACE.
Nos. 21 and 23, CAINE ROAD.
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.
GODOWNS—
BLUE BUILDINGS.
No. 7A, PRAYA CENTRAL.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, April 16, 1895. 215

TO LET.

THE PREMISES now occupied by W. ROBINSON & Co. Exceptional position. Good light. Possession from 1st May.
Apply to
W. ROBINSON & Co.,
Under HONGKONG HOTEL.

Hongkong, April 2, 1895. 627

Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE S.S. *Melpomene* having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., LTD., whence delivery may be obtained.

This Vessel brings on Cargo:—
From CALCUTTA, ex s.s. *Aglaia,* transhipped at COLOMBO. From TRIESTE, ex s.s. *Imperatrix,* transhipped at BOMBAY.

Optional Cargo will go on to SHANGHAI unless notice to the contrary be given before NOON TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned BEFORE NOON ON THE 23RD INSTANT, OR THEY WILL NOT BE RECOGNIZED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd Instant will be subject to rent.

Bills of Lading will be countersigned by
SANDER & Co.,
Agents.

Hongkong, April 16, 1895. 721

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutsang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 18th Inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, April 16, 1895. 719

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Dardanus,* Capt. GREGORY, will be despatched as above on FRIDAY, the 19th Instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 16, 1895. 708

FOR SINGAPORE, HAVRE AND HAMBURG.

(*Calling at* NAPLES *for landing Passengers if sufficient inducement offers*).
(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Niobe,* Capt. E. G. PFAFF, will be despatched for the above Ports on FRIDAY, the 19th Instant, at Noon.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, April 11, 1895. 705

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Energia,* Captain SAW, will be despatched as above on or about FRIDAY, the 19th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, April 11, 1895. 709

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Kutsang,* Capt. G. PAYNE, will be despatched as above on TUESDAY, the 23rd Instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, April 16, 1895. 720

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.

The Steamship *Glengarry,* Capt. FERGUSSON, will be despatched as above on or about the 23rd Instant.

This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, April 8, 1895. 671

STRATH LINE OF STEAMERS.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Strathearron,* Captain SPEATT, will be despatched for the above Port on WEDNESDAY, the 24th Instant, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, April 13, 1895. 673

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 *A.I.* British Ship *Queen Margaret,* FAULKNER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, February 28, 1895. 419

FOR NEW YORK.

The 3/3 *A.I.I.* American Ship *Sachem,* BARTLETT, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, March 27, 1895. 597

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Frigga,* Captain T. VOSS, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY, the 13th Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN Co., Ld., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, April 13, 1895. 71

Entertainments.

THEATRE ROYAL,
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB
WILL PRODUCE
TO-NIGHT,
(WEDNESDAY), the 17th April,
And
SATURDAY, the 20th April,
'THE MAGISTRATE,'
A FARCE IN THREE ACTS,
BY
A. W. PINERO.

Doors open at 8.30 p.m.
Performance at 9.00 p.m. precisely.

Tickets can be booked at the TICKET OFFICE, City Hall, on and after *Saturday*, the 13th April, between the hours of 10 a.m. and 3 p.m.

Not more than 4 Seats can be taken at one Booking.

LATE TRAM a quarter-of-an-hour after the fall of the Curtain.

Hongkong, April 17, 1895. 651

VOLUNTEER PARADE GROUND.

FRIDAY, 19th April, 1895.

A COMPLIMENTARY
PROMENADE CONCERT
will be Tendered to
MR. C. T. ROBINSON
Prior to his Departure from the Colony.

Concert to Commence at 9 P.M. sharp.

Prices of Admission:
GENTLEMEN $2.00, LADIES $1.00.

TICKETS can be Obtained from Messrs. Kelly & Walsh, Messrs. W. Robinson & Co., Messrs. Dikin, Cruickshank & Co., The Victoria Recreation Club, The Engineers' Institute, The Mercantile Marine Officers' Association, The City Club, The Hongkong Hotel, and the New Victoria Hotel.

Hongkong, April 15, 1895. 717

To-day's Advertisements.

STEAMSHIP *NATAL*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamships *Guadalquivir* and *Douro*, from Havre ex Steamship *Douro*, and from Bordeaux ex Steamships *Verbeckmoes* and *President Leroy Lallier*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risks into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LD., at Kowloon, whence delivery may be obtained immediately after landing.

Opium & Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY (Wednesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 24th Instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before WEDNESDAY, the 24th Inst., or they will not be recognised.

All Damaged Packages will be examined on WEDNESDAY, the 24th Instant, at 3 p.m.

No Fire Insurance has been effected.

C. TOURNAIRE,
Acting Agent.

Hongkong, April 17, 1895. 725

VICTORIA LODGE
No. 1026.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 22nd Instant, at 6.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, April 17, 1895. 728

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON (DIRECT).

The Co.'s Steamship
Manche,
Capt. LACARRIERE, will be despatched for the above Port on FRIDAY, the 19th Inst., at Noon.

For Freight or Passage, apply to
C. TOURNAIRE,
Acting Agent.

Hongkong, April 17, 1895. 726

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

The Steamship
Kweiyang,
Captain DAWSON, will be despatched as above on FRIDAY, the 19th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 13, 1895. 688

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship
Chingtu,
R. INNES, Commander, will be despatched as above on TUESDAY, the 30th Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 17, 1895. 729

Vessels Advertised as Loading.

Destination	Vessels.	Agents.	Date of Leaving.
Bremen & Ports of Call	Preussen (s)	Norddeutscher Lloyd	April 29, at 3 p.m.
London & Ports of Call	Ganges (s)	P. & O. S. N. Co.	April 25, at noon.
London, v. Suez Canal	Dardanus (s)	Butterfield & Swire	April 19, at noon.
London, v. Suez Canal	Glengarry (s)	Jardine, Matheson & Co	About April 23.
London	Bombay (s)	P. & O. S. N. Co.	About May 7.
New York, v. Suez Canal	Strathearron (s)	Dodwell, Carlill & Co	April 24.
New York	Sachem	Carlowitz & Co.	Quick despatch.
Port Darwin, &c.	Chingtu (s)	Butterfield & Swire	April 30, at 3 p.m.
Saigon	Manchu (s)	Messageries Maritimes	April 19, at noon.
S. Francisco, v. Japan	City of Peking (s)	Pacific Mail S. S. Co.	April 18, daylight.
S. Francisco, v. Japan	Belgic (s)	O. & O. S. S. Co.	May 9, at noon.
San Francisco	Queen Margaret	Shewan & Co.	Quick despatch.
Shanghai	Canton (s)	P. & O. S. N. Co.	About April 20.
Shanghai v. Swatow	Choysang (s)	Jardine, Matheson & Co	April 19, at 4 p.m.
S'hai, N'ki, K'bó & Y'ma	Natal (s)	Messageries Maritimes	April 17, midnight.
Shanghai, Kobé & Y'ma	Energia (s)	Dodwell, Carlill & Co.	About April 19.
Shanghai, Kobé & Y'ma	Kaisar-i-Hind (s)	P. & O. S. N. Co.	About April 20.
S'pore, Havre & H'burg	Niobe (s)	Siemssen & Co.	April 19, at noon.
S'pore, Penang & C'tta	Kutsang (s)	Jardine, Matheson & Co.	April 23, at noon.
Tientsin	Kweiyang (s)	Butterfield & Swire	April 19.
Vancouver (B.C.) &	Empress of India (s)	Canadian P'fic R. Co	May 1, at noon.
Victoria (B.C.), &c.	Victoria (s)	Nor. P'fic S. & R. Co.	April 23, at noon.

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Co.'s Steamship
Natal,
Captain VERRON, will be despatched for the above Ports TO-DAY (WEDNESDAY), at Midnight.

For Freight or Passage, apply to
C. TOURNAIRE,
Acting Agent.

Hongkong, April 17, 1895. 724

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI *VIA* SWATOW.
(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship
Choysang,
Capt. J. YOUNG, will be despatched as above on FRIDAY, the 19th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, April 17, 1895. 727

SHIPPING

ARRIVALS.

April 16:—

Achilles, British steamer, 1,487, Harvey, put back from sea, General.—BUTTERFIELD & SWIRE.

April 17:—

Natal, French steamer, 4,039, Verron, Marseilles March 17, and Saigon April 14, Mails and General.—MESSAGERIES MARITIMES.

Kiang Mo, British str., 177, W. Mahon, Amoy April 15, General.—CHINESE.

Sabine Rickmers, German steamer, 598, T. Sanders, Swatow April 16, Ballast.—ARNHOLD, KARBERG & Co.

Holstein, German str., 1,105, J. Brunn, Saigon April 14, Rice and Paddy.—WIELER & Co.

Iere Mennich, Norwegian steamer, 446, Tofte, Bangkok April 9, Rice.—CHINESE.

Niobe, German steamer, 1,430, Pfaff, Kobe April 10, General.—SIEMSSEN & Co.

Bonnington, British str., 1,331, Leighton Java April 6, Sugar.—ORDER.

Glenearn, British steamer, 1,425, Wm. Murray, Probolingo April 7, Sugar.—JARDINE, MATHESON & Co.

Kwang Lee, British steamer, from Canton.

Triumph, German steamer, 675, Moller, Hoihow April 16, General.—WIELER & Co.

Kong Beng, British str., 862, B Brocke Pigot, Bangkok April 9, Rice and General.—YUEN FAT HONG.

DEPARTURES.

April 17:—

Gruneast Cly, Russian gunboat, for Yhama.
Sveaborg, Russian torpedo-boat, for Yhama.
Martha, for Whampoa.
Calédonien, for Europe, &c.
Melpomene, for Shanghai.
Petropolis, for Amoy.
Fokien, for Swatow.
Chiyuen, for Shanghai.
Geo. R. Skolfield, for Kobe.
Lightning, for Singapore and Calcutta.
Irene, German flgship, for Chefoo.

CLEARED.

Swatow, for Hoihow.
Hunan, for Chefoo.
Michael Jebsen, for Haiphong.
Changsha, for Macao and Sydney.
Strathavon, for Saigon.
City of Peking, for Macao and San Fcisco.
Queen Adelaide, for Chinkiang.

PASSENGERS.

ARRIVED.

Per *Natal*, for Hongkong: from Marseilles, Rev. J. Ardiff, Messrs H. Hode and Duverdier; from Colombo, Mr Sinclair, and 3 Chinese; from Singapore, Messrs P. Braga, J. H. Symington, Mr and Mrs J. B. Lee, Messrs M. Tozmetoff, B. J. Medina and J. C. Lombie, and 4 Chinese; from Saigon, Messrs Kang Poo, M. Ehlers, Work, and 67 Chinese. For Shanghai: from Marseilles, Mr Heyne, Mr and Mrs Grevedon, baby and servant, Mrs Roy and baby, Mr & Mrs Cartwright, Messrs Maltby, Gordon, Consul Frey, Mrs and Miss Frey, Miss Louise Roy, Messrs Brobecker, Meil-Brun, Mrs Gilbert and daughter; from Singapore, Mr S. Fooritzin. For Nagasaki: from Singapore, 3 Japanese, Messrs Lemokowo, Moronoyo, Mr and Mrs Shimamoto, Mr Kock, Mr Okhitan and child. For Kobe: from Marseilles, Mr and Mrs White and child, Mr and Mrs Coffinet; from Batavia, Mr and Mrs Gotsch; from Singapore, Messrs E. Apoar, Yamokneiho, Okuro, Mr and Mrs Momoto, Messrs Togawo, Imva and Nicoka. For Yokohama: from Marseilles, Messrs Ch. Manuel, Monikowa, Mr and Mrs Vivanti, and 30 French Marines; from Colombo, Mr G. T. Lyon, and (2) Misses Lyon, Miss Butler, Prince Canto Cuzovo; from Singapore, Messrs Mariano, Braga, J. C. Lemercier, S. R. Robinson, Oyaye, Hyeyaye, Mrs Okayo, Mrs Hama, Messrs Gallizan Edgardo and Kamoruddin; from Saigon, M. Ropp.

Per *Holstein*, from Saigon, 18 Chinese.

Per *Iere Mennich*, from Bangkok, 30 Chinese.

Per *Triumph*, from Hoihow, 71 Chinese.

Per *Kong Beng*, from Bangkok, Messrs Behnar, and Weidthausen, and 35 Chinese.

DEPARTED.

Per *Calédonien*, from Hongkong: for Saigon, Mr Yen On Chan, and 16 Chinese; for Singapore, Mr E. A. Irving, and 3 Chinese; for Colombo, Mr C. E. Holworthy; for Marseilles, Mrs Bennett, Messrs C. C. Bowring, W. F. Tyler, Barr and Brotherton. From Shanghai: for Saigon, Mr. Macé, Messrs E. Abgrall, Le Gall, Bouveal, Philippe, Garo, Le Saux, Martin, Ozamo; for Alexandria, Mr Bereyovski; for Batavia, Mrs Brouwer; for Marseilles, Mr Hoerter, Mr and Mrs Vouilemont, child and amah, Mr J. H. Harris, Capt. Fyland, Mr J. Cavalio. From Yokohama: for Singapore, Messrs Kosuro Konishi and J. H. D. Innes; for Marseilles, Messrs Brandenburg, Mashiyonma, Madame Nicolas. From Nagasaki: for Saigon, Messrs Lennon, Lamotte, Rousseau, Guillet and Maritaine; for Port Said, Mr and Mrs Lomoff and 2 children.

Per *Lightning*, for Singapore, &c., Miss Head, Mrs Lum, daughter and servant, Mrs Tam Ping and 2 girls, Mrs Leung Muk, Mrs Hü Chun Hi, daughter and servant, Mrs Chan, daughter and 4 children, The Mail Agent with Chinese Assistant, Mr Subadar Fitz Khan, Mr Subadar Fizal Khan, and Mr Subadar Fakir Muhammed.

Per *Fokien*, for Swatow, 6 Chinese.

Per *Chiyuen*, for Shanghai, 12 Chinese.

TO DEPART.

Per *Swatow*, for Hoihow, 40 Chinese.

Per *Hunan*, for Chefoo, 4 Europeans.

Per *Michael Jebsen*, for Haiphong, 35 Chinese.

Per *Changsha*, for Sydney, 3 Europeans, and 8 Chinese.

Per *Strathavon*, for Saigon, 12 Chinese.

Per *City of Peking*, for San Francisco, 8 Europeans, and 103 Chinese.

SHIPPING REPORTS.

The British steamer *Glenearn* reports: Very fine weather throughout, smooth sea and light Northerly winds to Paracels; thence to Hongkong light airs and calms. Seven hours fog outside Hongkong.

The British steamer *Kong Beng* reports: Left Bangkok April 9 h, and Koh-si-chang April 10th. Had light winds and fine weather to Pulo Obi; thence to Cape Padaran, strong N.E. winds and sea; thence to port, light winds and fine. Arrived Hongkong April 17th. April 12th, spoke steamer *Taichiow*, off Pulo Obi. April 14th, spoke steamer *Phra Chula Chom Klao*, off Dawich Head. April 15th, spoke str. *Presto*, lat. 15.20 N., long. 110.14 E. April 16th, spoke str. *Kite*, lat. 19.50 N., long. 112.12 E.

POST OFFICE NOTICES.

MAILS will close:—

For HAIPHONG.—
Per *Hanoi*, at 9.30 a.m., on Thursday, the 18th inst.

For SINGAPORE.—
Per *Niobe*, at 11.30 a.m., on Friday, the 19th inst.

For HOIHOW, SINGAPORE & BANGKOK.—
Per *Phra Nang*, at 9.30 a.m., on Saturday, the 20th inst.

For SHANGHAI, KOBE, YOKOHAMA, VICTORIA, B.C., & TACOMA.—
Per *Victoria*, at 11.30 a.m., on Tuesday, the 23rd inst.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Antiguna*, at 11.30 a.m., on Tuesday, the 23rd inst.

MAILS BY THE BRITISH PACKET.—
The British Contract Packet *Ganges* will be despatched on THURSDAY, the 25th April, with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

Exchange.

HONGKONG, April 17, 1895.

On London—	
Bank, Wire,	2 2
On demand,	2 2
30 days' sight,	—
4 months' sight,	2 2½
Credits, 4 ,,	2 2½
Documentary, 4 months' sight,	2 2½
On Paris—	
On demand,	2.72
Credits, 4 months' sight,	2.78
On Berlin—Demand,	2.20
On New York—	
On demand,	53½
Credits, 60 days' sight,	54½
On Bombay—	
Wire,	192½
On demand,	192½
On Calcutta—	
Wire,	192½
On demand,	192½
On Shanghai—	
On demand,	71½
30 days' sight, private paper	72½
Gold Leaf, 100 fine (per tael)	$47.50
Sovereigns (Bank's buying rate)	$ 9 06
Silver (per oz.)	30 5/8 d.

HONGKONG REGISTER.

	Previous day at 9 a.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.83	29.96	29.89
Temperature	79	80	81
Humidity	69	70	69
Direction of Wind	W	WSW	SW
Force	1	1	1
Weather	c	c	c
Rain	—	—	—

Highest open air temperature on the 16th 81
Lowest open air temperature on the 16th 67

F. G. FIGG,
First Assistant.

Hongkong Observatory, April 17, 1895.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—P. M. S. S. Co.'s Steamer leaves for Japan and San Francisco.

Miscellaneous.

Goods per *Kutsang* undelivered after 4 p.m. landed.

Goods per *Preussen* undelivered after this date subject to rent.

A. S. WATSON & Co.,
LIMITED.
ESTABLISHED A.D. 1841.

Wines and Spirits.

All these are SELECTED by our LONDON HOUSE, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits and enabling us to SUPPLY the BEST GROWTHS at MODERATE PRICES.

PRICE LISTS, with full details, to be had on application.

PORT.—After removal should be a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked 'E' is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong Market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong, January 7, 1895. 45

DEATH.

On the 8th March, at 10, Danube-street, Edinburgh, JAMES ALEXANDER TAYLOR, for many years resident in Shanghai, North China, eldest son of the late James Taylor, Nigg, Ross-shire, Scotland, in the 53rd year of his age.

☞ *The publication of this issue commenced at 7.15 p.m.*

The China Mail.

HONGKONG, WEDNESDAY, APRIL 17, 1895.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Evandale*, *Daphne*, March 1; *Birkhall*, 5; *St. Giles*, 19; *Laurel Branch*, *Eton*, 22; *Priam*, *Straits of Sunda*, 26; *Benlomond*, *Ulysses*, *Athole*, 29.

HOMEWARD BOUND:—*Telamon*, *Java*, March 13; *Moscotta*, 15; *Sutlej*, *Ceylon*, *Murex*, *Erato*, 19; *Crestes*, *M. Valerie*, *Cuscapedia*, 22; *Breconshire*, 26; *Glenshiel*, *Ernest Simons*, *Teucer*, 29.

The N. P. s.s. *Victoria* left Yokohama for this, via ports, on April 11.

The P. & O. Co.'s s.s. *Kaisar-i-Hind*, with the ENGLISH MAIL of 22nd March, left Singapore for this port on April 13, at 3 p.m., and may be expected here on or about Friday, the 19th April. This Packet brings replies to letters despatched from Hongkong on Feb. 14.

The *Empress of India* left Kobe for Hongkong, via Nagasaki and Shanghai, on April 16, at midnight.

The P. M. s.s. *China* left San Francisco for this port, via Honolulu, Yokohama and Nagasaki, on March 26.

The O. & O. s.s. *Belgic* left San Francisco for this port, via Yokohama and Nagasaki on April 4.

The s.s. *Tacoma* left Tacoma for this port on April 5, via Japan ports.

The s.s. *Energia* left Singapore on April 11, and may be expected here on or about April 18.

The P. & O. s.s. *Canton* left Singapore for this port on April 13, and may be expected here on or about April 19.

The N. G. L. s.s. *Bormida* left Bombay for this port on April 7, and may be expected here on or about April 20.

The s.s. *Glengyle*, from Middlesboro, London and Straits, left Singapore on April 16, and may be expected here on or about April 22.

The P. & O. s.s. *Shanghai* left London on March 21 for this port.

The P. & O. s.s. *Formosa* left London for this port on April 4.

The N. Y. K.'s chartered s.s. *Angers* left Bombay on April 12, and may be expected here on or about May 4.

THE British infantry strength in Egypt is about 4,00 at present.

THE only alteration in our Share List to-day is: Hongkong and Shanghai Banks, $125 per cent prem., buyers.

NEW Piano Repairing Machinery arrived for W. Robinson and Company.

THE delivery of the French mail was begun at 8.45 a.m.

THE s.s. *Glengyle*, from Middlesboro, London and Straits, left Singapore for this port yesterday (Tuesday) morning.

THE *Empress of India* arrived at Kobe at Kobe at 3.30 p.m. on the 16th inst., and left at midnight for Nagasaki, Shanghai and Hongkong.

H.M.S. *Redpole* arrived at Paknam on the 6th inst., but, says the *Siam Observer*, as some of her crew are still not in very good health, it has not yet been decided when she will come up the river.

IT is stated that the British Minister at Tokyo, the Hon. le Poer Trench, acting on his doctor's advice, has obtained leave of absence and is preparing to start for home this month.

A COREAN charged with stabbing two of his fellow-countrymen on board the steamer *Glenogle*, on the voyage from Singapore to Hongkong, was sentenced to six months' imprisonment by Captain Hastings at the Magistracy this morning.

VESSELS IN THE DOCKS:—At *Kowloon*—Quiros, Irene, Spanish cruiser Reina Cristina, H.I.G.M.S. Wolf, Manila, Royal, Borgo.

Cosmopolitan—Polyphemus.

Aberdeen—(none.)

AT the Magistracy this morning, Detective Inspector McIver charged nine lodging house keepers with having failed to register. The charge was admitted in each case, and a uniform penalty of $25 was inflicted by Captain Hastings.

THE death has occurred of Admiral Sir George Giffard, K.C.B., who in the early part of his career saw a large amount of active service, and achieved much distinction. He took an active part in destroying the pirates of Borneo, and the success of his efforts gained him the rank of captain.

THIS morning at the Magistracy, the license held by Israel Weinberg in respect of the Western Hotel was transferred to Max Goldberg, lately a private in the Rifle Brigade. Capt. Hastings was the presiding Magistrate. No Justices attended; and there were no objections to the transfer by the police.

WHILE the Government is devoting so much attention to overcrowding amongst the Chinese, it would not be amiss if they inaugurated some inquiries as to how the Hongkong Portuguese live. We have heard it alleged that in one terrace in Victoria there is a house of four rooms occupied by no less than fifty-four persons. One room is occupied by three families.

THE following are the weights for the mile handicap to be run at the Sky Meeting on Saturday:—

Mr Little's *Cheai*, grey	13	11.12
Lord C. Conyngham's *Baccarat*, gray	13 1	11.8
Mr Cruickshank's *Warlock*, cream	13 1	11.6
Mr Cruickshank's *Hawe*, gray	13 2	11.5
Capt. Thomas' *Beady*, chestnut	12 3	11.5
Capt. Thomas' *Morrison*, dun	13	11.5
Mr George's *Barfing*, spotted	13	11.1
Mr Hart Buck's *Hasboro*, chestnut	11	11.
Lord C. Conyngham's *Glenties*, grey	12 3	11.
Dr Noble's *Crescent*, grey	13	11.
Mr Manners' *Magic*, grey	13	10.13
Mr Hart Buck's *Volapyer*, chestnut	13 2	10.13
Mr H. E. Tomkins' *Deerfoot*, chestnut	13 2	10.12
Dr Noble's *Sunrise*, grey	13 1	10.12
Mr John Peel's *Griffin*, brown	13	10.11
Mr May's *Silver Dart*, grey	12 3	10.11
Lord C. Conyngham's *El Diablo*, grey	12 3	10.11
Mr J. D. Humphreys' *Volpone*, chestnut	11 3	10.11
Mr R. M. Gray's *Piccaninny*, black	12 3	10.9
Mr W. D. Graham's *Haughty*, bay	13	10.3

IF political considerations ousted Admiral Buller from the North American command, says a home paper, this gallant flag-officer has been selected for another appointment as Commander-in-Chief on the China Station. As a successor to Vice-Admiral Fremantle it would be difficult to find so proper a flag officer to fill this important and anxious post as Admiral Buller. He possesses a good knowledge of the station, having commanded the Naval Brigade during the operations against Malays in 1875-76. For this he gained a C. B. ship. Hospitable to a degree, with a full purse to dispense it, our future 'Ral in Celestial waters has neither starch, stiffness, nor affectation. Possessing great abilities, and unquestioned tact, he is universally popular among all those who have served, or the many who want to serve, under his flag.

POCKET PICKING and purse-snatching have been so frequent during the past year or more at the Post Office that the authorities have found it necessary to put up a notice warning the public to beware of pickpockets. This morning, a visitor residing at the Windsor Hotel had two $10 notes stolen from his pocket whilst stamping his letters in the Hall of the Post Office. Although a visitor—perhaps because he was a visitor—he did not inform the police, but remained in the vicinity of the Post Office for about twenty minutes when he observed the coolie return with a differently coloured jacket. He watched this coolie for half-an-hour to see if he could detect him pilfering from the people who were passing to and from the Post Office, and arrested him when he noticed two confederates giving a signal that he was watched. Captain Hastings sent the coolie to prison for six months for loitering near the Post Office with intent to commit a felony.

TRANSPOSING and Cabin Pianos, at W. Robinson and Company.

PIANOS by all the best makers for Hire or monthly payments, at W. Robinson & Co.

CAPTAIN Boutet has been appointed to the command of the French cruiser *Alger* in the Naval Division in the Far East.

THE death is announced of Captain W. H. Hall, superintendent of Pembroke Dockyard, and who formerly commanded the *Severn* on the China Station.

THE tennis championship of Singapore is retained by Mr R. W. Braddell, who has won the four events for which he was entitled to enter.

BREVET-COL. Vernon Chater, who commanded the Argyle and Sutherland Highlanders when in Hongkong, has been selected for the command of the 25th Regimental District at Berwick-on-Tweed.

THE following appointments have been made at the Admiralty: Captain Spencer H. M. Login, to the *Centurion* (as Flag Captain to Vice-Admiral Buller). Lieutenant Henry B. Bradshaw, to the *Centurion*.

THE writer of 'A Naval Causerie' in the *Pall Mall Budget* says: 'The present temporary increase of the China fleet should be made permanent, at least, if not still further added to.'

WE believe it is not improbable that a Naval Court-martial may shortly have to sit in Hongkong to investigate very grave charges alleged against a naval officer. We are compelled at present to suppress the facts that have come to our knowledge.

THE *Ceylon Observer* of the 30th ult. has the following paragraph which refers to the steamer *Hunan* which arrived in Hongkong Harbour last night:—The British steamer *Hunan* entered port yesterday at noon on her way from Barry bound to Singapore, and we are sorry to state a serious explosion occurred in the hold of the vessel a few days ago. The Chief Engineer had occasion to go down the hold and did so with a lamp, but when about half way a serious explosion occurred, caused by the accumulated foul gas. He was badly burnt, and was seen by Mr Anderson, the Port Surgeon, yesterday afternoon. The Chief Engineer is very much better, and the vessel left in the evening for her destination.

PARTICULARS have been received of the circumstances under which Lieut. Hickley, R.N., son of Admiral Hickley, recently lost his life near Lourenço Marquez. Lieut. Hickley, whose death was briefly reported some days ago, had gone out duck shooting at a place called Catembi, and, having shot a duck, handed his gun to a Kaffir boy while he went to secure the bird. He had taken but a few steps when he began to sink in a bed of quicksand. The boy tried to pull him out by the hand, but was unable to do so, and in a few moments the unfortunate officer was completely swallowed up. The boy notified the occurrence to others, and the body was afterwards recovered and buried at Lourenço Marquez.—We have already referred to the late Lieut. Hickley's connection with Hongkong.

IN the course of a leading article on the Bimetallic debate in the House of Commons, the London *Daily News*, with which, of course, it would be sacrilege for us to agree, makes the following amusingly sarcastic remarks (it will be observed that the word 'crank' is not used):—

The nations which supported Bimetallism at Brussels were the United States, Spain, and Mexico, which all produce silver on a large scale. If anything could open the eyes of a British bimetallist, it would be such a fact as this. There are no silver mines in the United Kingdom. When we want the precious metals, we must import them. But there is one thing we have, and that is the largest credit that any community has ever enjoyed. Now the alleged advantages of Bimetallism are all on the side of the debtor. Why in the name of common sense, and even of sanity, should we deliberately diminish the payments we are at present entitled to receive? Mr Chaplin personifies, and almost deifies, silver. He talks about 'blow after blow' being dealt at 'her.' He speaks of multiplying five million tens of rupees by twenty years, which is like adding four pounds of butter to four o'clock. He habitually confuses the measure of value with an article given or taken in exchange.

SIR Raylton Dixon and Co, Middlesbrough, have launched a steel screw steamer, named *Mogul*, of about 5,500 tons deadweight carrying capacity, for the Mogul Steamship Company. The vessel is intended for the China tea trade. Her dimensions are: length, 372ft.; breadth, 45ft. 6in.; depth, 28 ft. 4 in. The accommodation is all arranged on the upper deck, with a chart-house and captain's room on the bridge deck, and the crew in the topgallant forecastle. Triple-expansion engines will be supplied by the Wallsend Slipway and Engineering Company, Limited, Newcastle-on-Tyne, with cylinders 27 in., 44 in., and 72 in. in diameter by 48 in. stroke, provided with steam by two single-handed boilers 15 ft. by 11 ft. 6 in., working at 170 lb. pressure, and fitted with Howden's system of forced draught.

AT an amateur concert at Kobe on the 5th inst. a presentation was made to Mr H. Grimble, the accompanist. The *Hyogo News*, endorsing the remarks of Mr Euslie in making the presentation, says:—Mr Grimble has indeed deserved well of Kobe audiences and performers by his constant readiness to give his services as accompanist on all such occasions as the present. He has worked hard and often, and this opportunity was chosen to make him the recipient, on behalf of the troupe, of a pretty pearl pin (or stud). The audience most wholeheartedly endorsed the many complimentary remarks made, and cheered to the echo when the presentation was actually made. The recipient pleaded as an excuse for a very brief but sensible reply that he was no hand at speechmaking and that he had been taken totally unawares.

18 SECOND-HAND Pianos wanted for Export, W. Robinson and Company.

NEW Comic Song and Dance Albums, at W. Robinson and Company.

THE Queen on 11th March (the Exchange Telegraph Company states) sent a special summons to Lord Salisbury to attend at Windsor Castle. His lordship returned the next day to town. He received his command to dine with the Queen after Lord Rosebery's short visit to Her Majesty.

THE torpedo-boat operations at the last naval manœuvres (say the Admiralty) were upon a too restricted scale to supply much valuable instruction; but as far as they went, they tend to confirm the view that the most effective employment of the torpedo-boat in war will be limited to sending her to attack an enemy's ship in a known position within the boat's range of action, and that the whereabouts of the enemy must be first ascertained and be communicated to the commander of the boat. The necessity of combining with torpedo-boats vessels of other and larger classes to scout and discover the enemy—where exact information as to his position cannot be obtained by other means—seems to be established, and if so, it carries with it the obligation to consider a more flotilla of torpedo-boats by themselves as a belligerent factor of distinctly imperfect efficiency.

THE Rev. Dr. Wenyon, who was arrested and kept in confinement for some days in Central Turkey, on an unfounded charge of being an Armenian revolutionary agent, is an occasional and welcome contributor to our columns, says the London *Daily News*. In 1880 he took up medical missionary work at Fatshan, in China, and has been engaged in it up to the present time. Since the establishment of the Wesleyan Medical Hospital in Fatshan the work has not been suspended for a single day. Nowhere in China are the people more hostile than in Fatshan, although this hostility is being gradually broken down by the medical work. When Dr. and Mrs Wenyon took their first walk in the town, they were driven back with stones and mud; now they are saluted with a Chinese expression meaning 'Born before I was'—a way the Chinese have of showing their respect. The number of Christians in Fatshan is 240, in the Canton district 700, while in the various Protestant Churches of China there are 50,000.

MR Justice Bruce, sitting with Trinity Masters in the Admiralty Court on 12th March, heard a claim for salvage remuneration for services rendered by the Wilson liner *Sappho* to the Liverpool steamer *Ulysses*, of the Ocean Steamship Company. On January 7th, in the course of a voyage from China and Japan to London with a general cargo, the *Ulysses*' tail shaft broke when the vessel was forty-four miles off Ushant. The *Sappho*, on a voyage from Italy to Hull, went to her assistance, and after towing for nearly thirty hours took the *Ulysses* to Falmouth, a distance of ninety miles. The value of the property salved was £169,550.—The Court held that the *Ulysses* was in a position of considerable danger, and if she had remained drifting as she was for another night she might have drifted on the rocks off Ushant and become a total loss. They awarded the *Sappho* £2,000.—Judgment was given for the plaintiffs for this amount.

BY command of the Queen, a Levée was held on 11th March at St. James's Palace by his Royal Highness the Duke of York, K.G., on behalf of Her Majesty. The Diplomatic Circle was attended by the Minister for Japan. The Siamese Minister and the Chinese Minister were unavoidably prevented from attending the Levée. Amongst the presentations were the following:—Buller, Vice-Admiral A., on appointment as Commander-in-Chief China Station, by the First Lord of the Admiralty; Hannen, Mr Nicholas, on appointment as Chief Justice and Consul-General at Shanghai, by the Secretary of State; Ingles, Captain R.N., Superintendent Royal Gun Factory, on being appointed Aide-de-Camp to the Queen, by First and Principal Naval Aide-de-Camp; Leyard, Mr R. de Burgh, First Assistant Her Majesty's Consular Service, Japan, by the Secretary of State; and Whitehead, Mr T. H., Member of the Legislative Council, Hongkong, by the Secretary of State. Amongst those who attended the Levée was Admiral of the Fleet the Hon. Sir Henry Keppel, G.C.B.

A NEW SPANISH GUNBOAT.

TRIAL TRIP.

The Composite Gunboat *Quiros*, which has been built and engined by the Hongkong & Whampoa Dock Company, Limited, to the order of the Spanish Government, for special service in the Philippines, went out on an official trial yesterday. The vessel was fully described in our issue of the 24th January when she was launched. There was a large party of Spanish officers on board, consisting of the Consul and Vice-Consul, Senor Don L. De Castro, the Commission, the Captain and Officers of the vessel and several others, also Mr D. Gillies and Mr R. Cooke and several of the staff of the Dock Company.

The conditions of the contract were more than fulfilled, the mean speed of four runs over a two knots' distance was 12 knots, with 480 indicated horse power. To test her range of action the coal was carefully measured for three hours, giving a result of 4.4 tons for 24 hours at 9½ knots; the bunker capacity being 75 tons, this consumption gives the vessel a range of 3775 knots. Unfortunately the weather was unfavourable for testing her sailing capabilities as it was practically dead calm. She carries, however, about 3000 square ft. of sail area, which, with a steady breeze, will give about 4 knots speed.

After luncheon Mr Gillies, in a few well-chosen words, proposed success to the *Quiros*, and had no doubt but that her officers would find her a very suitable vessel and well fitted for the duties she may have to perform.

Captain Vasquez, Chief of the Commission who have superintended the construction of the vessel, replied, and thanked Mr Gillies and the Staff for having turned out such a very satisfactory little vessel. She was finished in a most excellent manner and after a careful heeling experiment in her finished condition he found her metacentric height slightly more than was specified, thus insuring more stability, and rendering her better able to make use of her sails. He expressed himself highly pleased with the results of the day's trial in all respects, and he hoped that the Dock Company would be favoured with orders for several other vessels which the Spanish Government intended building.

The *Quiros* will leave for Manila in a few days and will accompany the transport *Manila*, which takes over the gunboats also constructed by the Dock Company, for service on the Lakes in Mindanao.

THE LEGISLATIVE COUNCIL.

The Legislative Council met this afternoon. H. E. Sir William Robinson presided. There were also present: Hon. J. H. Stewart Lockhart, Colonial Secretary; Hon. A. G. Wise, Acting Attorney General; Hon. A. M. Thomson, Acting Colonial Treasurer; Hon. R. M. Ramsey, Harbour Master; Hon. C. P. Chater, Hon. J. J. Keswick, Hon. Dr Ho Kai, Hon. E. R. Belilios, Hon. A. McConachie, and Mr. J. G. T. Buckle, Acting Clerk of Councils.

DOCUMENTS.

The Colonial Secretary laid on the table the report of the Superintendent of the Fire Brigade for 1894.

THE NEW MEDICAL OFFICER OF HEALTH.

The Acting Attorney General moved the second reading of the Bill entitled an Ordinance to confer certain powers and authorities on the Medical Officer of Health. He explained a few slight alterations he intended to move in Committee.

The Colonial Secretary seconded.

Dr. Ho Kai moved that the Bill be not read a second time. He approved of the appointment of a Medical Officer of Health, but thought he should be attached to the Sanitary Board in the same manner as the Colonial Veterinary Surgeon.

The amendment was not seconded.

The Colonial Secretary said the Medical Committee, to which Dr. Ho Kai referred in the course of his speech, had reported to the Government on the medical staff of the Colony. It recommended that the Medical Officer of Health should have merely a consultative voice in the Sanitary Board, but the Government had decided to give him a seat and power to vote at the Board. He did not think there would be any collision between the Board and the Medical Officer.

Mr M'Conachie read out the finding of the Committee with reference to the Medical Officer, and asked that the passing of the Ordinance should be delayed.

The Colonial Secretary deprecated further delay, and the Bill was read a second time and considered in Committee.

Dr Ho Kai suggested a slight alteration in one of the clauses which would restrict the surprise visits of the Medical Officer to times of emergency.

It was explained by the Acting Attorney General that these powers would be exercised only in cases of emergency, and it would simply hamper up the Ordinance to have it specified.

The Bill passed through Committee and was read a third time.

The Council was adjourned till Wednesday, 1st May.

CHARGES AGAINST VICEROY LI HAN-CHANG.

HIS RETIREMENT FROM SERVICE.

Telegraphic intelligence from Peking has been received by the *Chinese Mail* (*Wah Yat Yat Po*) stating that an Imperial Decree has issued on the 14th instant, bearing on the charges brought against Viceroy Li Han-Chang and certain officials in Kwangtung. It appears from the decree that the Viceroy had on two occasions been charged by Censors Tse Hi Chün and Kun Ting Hin respectively with having trifled with the law for self-seeking ends, and certain officials with various offences, and accordingly Ma Pei Yin, Governor of Kwang Tung, was ordered to investigate into the charges. After a complete investigation into the matter Governor Ma then sent his report. According to this report the charges brought against Li Han-chang could not be supported by substantial proof, and therefore a verdict "not proven" is recorded by the Throne. But in view of his old age and and his request to be allowed to retire on the ground of illness, he is now granted one month's sick leave, and then he will be allowed to retire from Service to his native place to recruit his health.

The charges brought against the other minor officials having in all cases been substantiated, various punishments have been meted out to them. Governor Ma is given credit for the integrity with which he conducted the investigation, and he is charged to still more exert himself for the welfare of the people.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

(*Via Southern Line.*)

LONDON, April 16, 1895.

KAFIRISTAN.

The Khan of Dir, who is friendly to the British, has captured Umra Khan's brother, and has re-captured the fort at Dir.

Kelly has succeeded in relieving the Garrison at Mastey.

A GOLD CURRENCY FOR RUSSIA.

The *Novosti* reports that the Russian Minister of Finance is preparing to establish a gold currency in Russia.

THE CHINA-JAPAN WAR.

THE PEACE NEGOTIATIONS.

(*Special to the 'Chinese Mail.'*)

SHANGHAI, April 17, 10.24 a.m.

The terms of peace include the cession of the Liaotung Peninsula and the island of Formosa. The war indemnity is fixed at Tls. 200,000,000. There are other items, but they are not known.

CONSULAR CONFIRMATION OF PEACE.

In a certain sense confirmation has been received in Hongkong that peace has been concluded as we have seen a Consular telegram proclaiming the fact categorically. No terms are mentioned.

THE PRESENT ATTITUDE OF JAPAN.

(*From our Special War Correspondent.*)

Moji, 26 h March.

Hurrying away to catch up with the Formosa expedition, which the Japanese kept secret from all but some native correspondents until it had already effected the occupation of the Pescadores, we pass Hiroshima and Shimonoseki, where are being enacted two scenes in remarkable contrast, illustrating the present attitude of the Japanese nation. In the one town a magnificent reception was being accorded to an eminent Japanese gentleman, and in the other a formal, courteous, cold reception is being accorded to the Chinese peace envoys. The Japanese, I was told, is the old Shogun or Military Regent, who was deposed from his position of empire authority thirty years ago, and has since lived in retirement as Duke Tokugawa. At the outbreak of this war he made a princely contribution to the military chest, and has since shown so much interest in the war as to prove that all the bitter animosity of the old days has been forgotten in the intense patriotism of the present. The populace at every town on his way to Hiroshima greeted him with enthusiasm, crowds thronging about the little wayside stations to get a glimpse of him, and deputations of priests and leading citizens addressing him on the platform. I happened to be in the same train, returning from a flying visit to Kobe for fresh outfit, and wondered greatly at all the ovations; I was told that the distinguished visitor was the Shogun, but in the hurry of arranging to go to Formosa there was no time to make further enquiries as to his visit, or even to make sure of his identity; I had only the uncertain word of a fellow-passenger who knew no English, and there may have been a mistake. But if it was correct, the universal cordiality shown by the people and officials of the present Government are significant of the complete unanimity of Japan; and the picture of a dethroned monarch paying such a friendly visit to his conqueror, and finding his journey almost a triumphal procession, to congratulate him on his successes against the enemy of his country, or to give experienced advice for future operations, is a beautiful bit of drama, hardly to be paralleled in Europe since the days of Coriolanus.

With this may be coupled a somewhat similar journey made by the Empress two days earlier. Her Majesty had remained in Tokio since the outbreak of the war, when duty called the Emperor to the army headquarters at Hiroshima; and now that he is soon to go further afield and establish himself in Kinchiu, she came to pay him a farewell visit, for he had long ago announced his determination of setting his soldiers an example of fortitude by leaving his palaces and family and living the life of a soldier. Even though Her Majesty might have accompanied him to Hiroshima, she cannot of course go to China. So, on her way to Tokio, the loyal people joyfully assembled in thousands to do honour to the sovereign they love. Those who are getting old can remember the time when Japan hardly dreamed of looking on the faces of its Emperor and Empress in public, when they were regarded as too sacred, and so secluded as to be perhaps almost mythical; but now, in spite of all the raging of party politics, which some outsiders said were driving Japan to choose between civil war and foreign war—in spite of the symptoms which led eminent statesmen like Sir Harry Parkes to prophecy a republic within a few years—there is no doubt as to the enthusiasm of the people towards their Imperial Majesties. As it happened, I was going by rail to Kobe when the Empress came, and I saw the proceedings at one small station. No doubt they have been already described amply by other correspondents; I only mention the matter to illustrate my point. It was curious to notice, by the way, the strained, grotesque effect of Japan's new civilisation; ladies in European dress trying to perform the old-fashioned bow which is so graceful in kimono; eager crowds, submissively silent as so many mice until an official gave permission to cheer; the cheering was mechanical, and so was everything else, carried out with the anxious uneasiness of unfamiliarity, like a parvenu at a Court reception. But these were mere details; the predominant feature was the unmistakable loyalty of the people.

In sombre contrast with these rejoicings is the reception of the Chinese Envoys in Shimonoseki, across the narrow strait in front of Moji, from which town I am writing now. I could not go to see them, because this Formosa expedition takes me away with all speed; and the peace negotiations may perhaps have no more important result than the last, for, though the rebuff of the impotent plenipotentiaries must have made China attend properly to the credentials this time, it is hardly conceivable that she has yet made up her mind to the great sacrifices that must inevitably be demanded of her as the price of peace. I was officially informed in Hiroshima that it would be utterly useless for me to go or send anyone to Shimonoseki, as the police had strict instructions to prevent the Chinese ambassadors and their attendants from speaking to either Japanese or foreigners; but I hear, from a friend who was there, that an American correspondent had no difficulty in obtaining interviews with them, as he was personally acquainted with Mr Foster. (I have, if no reason to complain, at any rate no reason to be thankful to the officials in this matter). The Chinese are being treated with the barest formal courtesy, according to my information. They are guarded by the police with excessive care, as if it was feared that they might suffer from some outburst of that savage madness which the Japanese disclaim. The envoys are lodged in a temple, which has been well furnished, and in the matter of mere creature comforts they have probably, like the foreign correspondents with the Japanese armies, only too much proof of the courtesy and hospitality shown them. But in other respects it must be admitted that the Japanese are lacking. There was nobody to meet the party on landing except a minor official, though Li Hung Chang, rightly or wrongly, holds rank as the 'Bismarck of China,' and even when coming as envoy of a conquered country suing for peace he should have been met by a man of fitting rank; such a sign of arrogant contempt reflects little credit on Japan, especially as her people are so famous for courtesy. This is the key-note of the Japanese attitude; there are other incidental details which bear it out, but I need not dwell on them. They should appear in the Japanese official report, if it is candid; though, after all, it is more than can be expected of even a high-minded people like the Japanese to report that success makes them offensive.

Meantime the Formosa campaign is in progress, and ought to be about finished by the time Li Hung Chang's mission attains a definite negative or positive result. At present there is no information yet available, beyond that Fisher Island, in the Pescadores, near Formosa, has been occupied; but perhaps I can say something of the prospects, from what I have seen with the Japanese in previous campaigns. In the first place there is great danger of pestilence among the troops, unless some radical improvement has been effected in the sanitation and water supply. I mentioned this matter in a previous letter, which, by the way, I had to rewrite in very veiled language before the Censor would withdraw his veto. There was in the camp about Weihaiwei enough sewage to have caused a terrible pestilence in ordinary cold weather, and nothing but the intense frost saved it; at Port Arthur and Kinchau disease is already reported rife. Formosa is not at best the healthiest place in the world; when the Japanese attacked it in 1874 they suffered greatly from fevers which they attributed to the climate.

Next, as to military operations, it depends on the Black Flag general Liu Yung Fu to change the miserable course of Chinese helplessness. If he assumes the offensive with any vigour, the Japanese will only be able to succeed by altering their methods also—not merely their tactics. Hitherto they have left whole baggage trains unprotected, because there was no likelihood of attack; it remains to be seen how they will adapt themselves to new conditions, if there are new ones. At Weihaiwei large quantities of food and ammunition could have been easily picked off, and the army would have been in sore straits; as it happened, there was a great deal of serious inconvenience only caused by the immense natural difficulties of transport over bad country in bad weather, and in this they were wonderfully superior to what other armies are reported to have been. Then, as to marksmanship, the Black Flags are believed to be good; but the Japanese infantrymen are very poor shots, not to be compared with their admirable artillery; I have seen skirmishes last for three or four hours, volleys fired at 500 to 1000 yards, and not a man killed on either side. Usually this sort of 'fighting' has succeeded in driving the Chinese away; if the men who beat the French are really in the field now it should be different. Communications among a large force are always difficult; the Japanese use no means except couriers, as far as I have seen—no bugles, semaphores, flags, heliograph, or other modern methods. This result in effectively preventing the enemy from knowing the plans; at Weihaiwei the signal of Admiral Ting, to the vessels which fired at the Japanese on the shore when the first forts were captured, was read by Lieut. Ogilvie, British naval attaché with the Japanese army, but was not read (at any rate not in time) by any of the Japanese; thus, they are not prompt to adopt the very effective plan which they seem to know for detecting an enemy's movements, though it is doubtful whether they would run any risk in using signals when fighting such incapable people as the Chinese. As to the organisation and discipline of the Japanese troops, no word of praise could be too high; but there has not yet been any such test as the strain of a sudden check or disconcerting move, nor is there anything to show whether the officers possess readiness of resource in emergencies out of the regular groove.

However, Admiral Ito's splendid achievement in overcoming forts and ironclads with mere cruisers is an indication of real strategical genius among the Japanese—when they take the initiative and have everything their own way. True, he had the use of land batteries, which as a matter of fact did a large part of the work; but none the less the fleet was the principal factor, and the Admiral directed all the latter and greater operations, entirely, and the able manner in which he saved his ships and men while doing the work, as well as the heroic way in which his torpedo boats were handled must convey a most important lesson to Western nations.

It is Admiral Ito, who is in charge of the Formosa expedition, so that in spite of all that the Chinese can do it is practically certain that another triumph is in store for Japan.

THE TRADE OF HONGKONG.

HARBOUR MASTER'S REPORT.

The following extracts are taken from the Harbour Master's report for 1894:—

SHIPPING.

The total arrivals and sailings amounted to 14,248,670 tons, or a decrease on 1893 of 100,452 tons. There were 31,470 arrivals, with a tonnage of 7,123,748 tons, and 31,321 departures of 7,124,922 tons.

The decrease in tonnage in European constructed vessels is 66,677 tons, the numerical decrease is 3 6; and although 106 of these latter are British, still British shipping on the whole shows an actual increase of 46,201 tons, the increase in the size of ships as indicated last year having been continued.

The foreign junk trade shows a decrease of 1,336 vessels measuring 5,883 tons; here also an increase in individual bulk is indicated. If the decrease was fairly apportioned, tonnage to numbers, the decrease of 1,336 would average slightly over 4 tons apiece, whilst the 45 861 actually shown averages a trifle under 76 tons apiece. Similarly the decrease in the local junk trade (1,408 vessels measuring 27,892 tons) seems to indicate the retirement of the smaller craft, the decrease averaging slightly over 19 tons apiece, and the vessels engaged averaging over 35 tons apiece; presumably therefore increased size means increased economy even with Chinese craft.

JUNKS.

Compared with the average of the past three years, the foreign junk trade shows an increase of 167,724 tons and a decrease of 69 vessels; the increased size of all the newer craft has already been noted. The local trade for the same period has decreased 167,774 tons with 4,966 vessels.

The foreign junk trade for 1894 shows a decrease from the previous year of 1,336 vessels and 5,883 tons, doubtless more or less directly due to the plague.

The decrease in the local trade for 1894 below 1893, of 1,408 vessels with 27,892 tons, is the result also of the plague, and partly of the decrease in work on the Praya Reclamation.

TRADE.

4,132 steamers, 93 sailing vessels and 23,023 junks arrived during the year, giving a daily average of 75 vessels arriving as against 90 the previous year. For European constructed vessels the average daily entries would be 11.57 as against in 1893 11.97. Of the steamers 71.9 per cent. were British, and 33 were river craft, all of which latter were also British.

The trade of the colony in 1894 was influenced by two special and memorable events, viz., the plague and the war.

It is difficult, if not impossible, yet to apportion the respective spheres of influence of these two events, for some time they ran concurrently, though perhaps with contrary results. There can, however, be no doubt as to which influence made itself most felt.

The port was proclaimed infected with bubonic plague on 10th May, and the shipping returns for that quarter showed a decrease in arrivals of 51 European vessels and 251 junks. It was not, however, until later that the full effect on shipping was made apparent, and the September quarter showed an additional falling off of 357 European vessels and 1,824 junks. During this quarter both influences were at work, and, until the 12th September, our shipping trade remained under a ban. With the raising of the quarantine blockade, however, things began to improve, and at the end of December we had reduced our deficit in arrivals for the year to 3 6 European vessels and 1,336 junks.

The river steamers, during the second half of the year, show a decrease of 27 entries aggregating 10,036 tons, owing in a great measure to the restriction on this branch of trade unavoidably made by the method adopted of examining all vessels, as far as practicable, arriving from the Canton River and its neighbourhood.

These river steamers, on the other hand, had the benefit of the general exodus of Chinese from Hongkong and their subsequent return, and though the passenger returns were not so good as in the previous year, they yet reached the very respectable total of 941,958 carried. Some of these vessels also minimised their losses by a special mode of retrenchment, as remarkable for its ingenuity as for the small result attained. The 'night boats' (which are the only ones which pay light dues and that at very reduced rate) finding that they would not be permitted to enter the harbour until the passengers had been medically inspected, remained in Chinese waters until daylight absolved them by law from paying their small contribution to the revenue of the colony; the saving thus effected aggregated $1,204.44. The report would not be complete without my mentioning that there was one 'night boat' which did not adopt this plan and she was the Chinese owned *Tai On*.

The first quarter of 1894 showed a nett increase of 24 vessels of 114,149 tons, and thus that, at one time, there might have been expected an increase over last year of three quarters of a million of tons in European constructed vessels, which would almost certainly have brought in its train a corresponding increase in the junk trade. Unfortunately, from causes already referred to, this expectation was not realized.

Imports were 2,625,610 tons; Transit 1,469,844; Total 4,095,454.

Compared with last year this gives 132 ships less, measuring 61,073 tons, carrying 42,280 tons more.

Following up the attempt which was made in my last report to gauge the trade of the colony by means of Import and Export Returns I am enabled by means of somewhat elaborate statistics, compiled by the Assistant Harbour Master, to give more complete returns for 1894. As before stated these do not profess absolute correctness, and they are obtained through the courtesy of the agents and masters.

During the year 8,452 European constructed vessels aggregating 10,469,181 tons carried 1,384,706 passengers and 6,168,172 tons, the latter made up as follows:—

Import cargo	2,746,385	tons.
Export "	1,598,588	"
Transit "	1,469,844	"
Bunker coal shipped	353,455	"
—Total	6,168,172	"

IMPORTS (EXCLUDING RIVER TRADE).

Steamers	2,767	measur.	2,491,518	tons.
Sailing vessels	93	"	104,486	"
Total...	2,860	"	3,596,001	"

EXPORTS (EXCLUDING RIVER TRADE).

Steamers	2,769	measur.	3,491,360	tons.
Sailing vessels	94	"	104,491	"
Total...	2,863	"	3,598,851	"

exported 1,504,810 tons of cargo, amongst which were 16,743 tons of kerosine and 2,583 tons of opium. These 2,769 steamers shipped also 334,251 tons of bunker coal. Compared with last year this gives 137 ships less, measuring 64,825 less carrying 19,655 tons more, and shipping 53,350 tons less of bunker coal.

European vessels imported 1,147,697 tons in excess of exports. Junks exported an excess of 281,604 tons,—thus the total excess of imports is reduced to 766,093 tons. From this must be deducted 353,455 tons of bunker coal shipped—exclusive of that supplied to Her Majesty's ships and foreign men-of-war—leaving a balance of 412,638 tons consumed, manufactured, and in stock in the colony or unaccounted for.

2,729 river steamers, measuring 3,275,327 tons, imported 120,675 tons of cargo, exported 93,778 tons, shipped 20,20 tons of bunker coal, and conveyed 1,041,958 passengers i.e. imported less than last year 21,201 tons, exported 34,709 tons less and carried fewer passengers by 135,675.

Junks in local trade arriving carried	6 064
Junks in local trade departing carried	4,829
	10,893
Launches in waters of colony arriving carried	1,939,307
Launches in waters of colony departing carried	1,939,597
	3,809,094
Total local arrivals	1,975,371
Total departures	1,934,426
	3,910,797

Junks in local trade discharged, in various parts of the colony, 90,061 tons, of which 82,443 were earth and stones, clearing from Victoria with 9,597 tons of general cargo, of which 987 tons were earth and stones.

PASSENGER TRAFFIC.

British vessels arriving carried	110,767
British vessels departing (excluding Chinese passenger ships) carried	80,891
British vessels (96 Chinese passenger ships) carried	37,222
	249,880
Foreign vessels arriving carried	51,544
Foreign vessels departing (excluding Chinese passenger ships) carried	3,523
Foreign vessels (34 Chinese passenger ships) carried	11,801
	93,868
River steamers arriving carried	416,176
River steamers departing carried	525,782
	941,958
Macao launches arriving carried	12,524
Macao launches departing carried	13,126
	25,650
Launches other places arriving carried	198,229
Launches other places departing carried	203,885
	402,114
Junks in foreign trade arriving carried	108,387
Junks in foreign trade departing carried	112,561
	220 948
Total arrivals	917,627
Total departures	966,768
	1,884,395
Total emigrants	49,023
	1,933,418
Grand total arrivals	2,892,998
Grand total departures, including emigrants	2,951,217
	5,844,215
Difference	56,219

REVENUE.

The total revenue collected by the Harbour Department during the year was $195,175.62, a decrease of $645.40 on the previous year. Compared with the average of the last five years it shows an increase of $33,083.44. The details are as follows:—

(i.) Light Dues	93,909.31
(ii.) Licences and Internal Revenue	29,418.30
(iii.) Fees of Court and Office	72,848 01
	$195,175.62

STEAM LAUNCHES.

On the 31st December there were 131 steam launches employed in the harbour, of these 30 were licensed for the conveyance of passengers, 55 were privately owned, 11 were the property of the Colonial Government, also a floating fire engine, and 5 belonged to the Imperial Government in charge of the military authorities.

All these launches, except those which belonged to Her Majesty or any Foreign Government, are required to have a certificated master and engineer, whose certificates are liable to suspension or cancellation should they prove negligent or incompetent. During the year one master was reprimanded and cautioned. The generally seamanlike manner in which these launches are handled deserves a word of commendation. I regret to say they don't always observe the 'rule of the road'; but this very fact, taken together with their absence from accident, to a great extent points towards good judgment, and 'results' are, after all, not an unfair criterion.

EMIGRATION.

There has been, as might be expected, a great falling off in emigration. For the three months June, July, and August emigration was practically stayed, the last three months of the year, however, made some amends, and finally the numbers amounted to 49,023 as against 82,336 in 1893, a decrease of 33,313; but it was not much under 1892, and it was better than the three years immediately preceding that one.

During the year 451 ships reported having brought to Hongkong 96,095 Chinese passengers from various places to which they had emigrated.

NORTH CHINA INSURANCE CO., LIMITED.

The following is the Report for presentation to the Third Ordinary General Meeting of Shareholders:—

The Directors have pleasure in submitting for the information of the Shareholders the annexed duly audited statement of the Company's Accounts to 31st December last.

1893.—In accordance with the Resolution passed at the last Ordinary General Meeting, the Accounts of the year 1893 have been closed by the transfer of Taels 10,777.03 to Liability Account, and that amount should prove sufficient provision for any additional claims. The total profits of the year were Taels 186,806.83, and they have been distributed as detailed in the Balance Sheet.

1894.—There has been a considerable increase in the business and income of the Company during the past year, and it is hoped that the following figures, and estimate of the ultimate result of the year's working, will be considered satisfactory.

The net Premia amount to Taels 848,061.31, and after payment of claims and expenses of management, the balance at credit of the Working Account on 31st December was Tls. 597,768 80, against which settlements have since been made to the extent of Tls. 129,349.19, and it is proposed to set aside Taels 163,419.61 to provide for further losses and outstanding liabilities, leaving an estimated surplus of Taels 215,000.00, which the Directors recommend for appropriation as follows:—

Interest at the rate of 10% on the Paid-up Capital.

A bonus of 15% upon Contributory Premia.

An addition of Taels 50,000 to the Reserve Fund.

Directors.—In terms of clause No. 99 of the Articles of Association, the Directors all retire, but, being eligible, offer themselves for re-election.

Auditors.—The Accounts have been audited and certified by Mr White and Mr Burman. Mr White again offers his services as auditor, but the Directors regret to announce the retirement of Mr Burman, and it rests with the Shareholders to appoint his successor.

By Order of the Court of Directors,

ADKIR. ROSS,
Secretary

Shanghai, 9th April 1895.

LATE TELEGRAMS.

STODDART'S XI IN AUSTRALIA—VICTORIA V. STODDART'S ELEVEN.

Melbourne, March 20.—The Englishmen, except Stoddart, arrived here to-day. The match commences to-morrow.

March 21.—The match between the above teams commenced to-day. Stoddart, who has been ill, and Humphreys stand out of the English team; Trott won the toss, and sent the Englishmen in.

March 22.—The weather is delightful, and the wicket good. Scores:—

STODDART'S TEAM.

1st Innings.

Ward, c Trumble, b H. Trott	1
Brown, c Johns, b H. Trott	4
Ford, run out	1
Brockwell, c McLeod, b Trumble	25
Peel, c Perryman, b H. Trott	3
Lockwood, st Johns, b H. Trott	9
McLaren, c and b H. Trott	43
Briggs, c Trumble, b H. Trott	3
Phillipson, c A. Trott, b H. Trott	10
Richardson, c Warne, b H. Trott	20
Gay, not out	8
Extras	4
Total	131

VICTORIA.

1st Innings.

Bruce, c and b Briggs	42
H. Trott, c and b Peel	12
Laver, c and b Lockwood	25
A. Trott, b Richardson	46
Stuckey, c and b Richardson	5
Perryman, c Lockwood, b Briggs	40
C. McLeod, b Richardson	52
Trumble, st Gay, b Briggs	3
Warne, not out	11
Extras	14
Total (for 8 wkts.)	250

March 26.—Victoria won by seven wickets.

FAREWELL MATCH AT ADELAIDE.

Adelaide, April 2.—The farewell match arranged with Stoddart's team is being played here. The Colonials in their first innings made 397 runs, while the Englishmen compiled 609, of which Ward scored 219 runs.

The Colonials, in the second innings in the farewell match with Mr Stoddart's Eleven, scored 255 runs. The English team secured the necessary runs with the loss of one wicket for 30, and won the match by ten wickets.

THE SPECULATION IN SILVER.

London, April 2.—The *Times* publishes an article on the present speculation in silver which is based on the prospects of a demand in the East, and also on the idea that the forthcoming Monetary Conference, of which, however, Government has heard nothing officially, may do something.

ENGLAND AND FRANCE.

Paris, April 3.—*Le Temps* comments on the statement made in the House of Commons by Sir Edward Grey in reference to the relations existing between England and France in connection with African questions. The paper mentions the Convention which was entered into only so recently as 1891 between the two countries, and states that, according to that Convention, England was allowed to retain Zanzibar, while France, as an equivalent, received Madagascar. *Le Temps* concludes with a declaration of the uselessness of resorting to high-sounding words.

ANOTHER ATTEMPT TO POISON A HORSE.

London, April 3.—*Cloister*, the winner of the Grand National in 1893, has been scratched for all engagements this year. There is a strong reason for believing that the horse has been poisoned.

FURTHER DETAILS OF THE QUEENSBERRY LIBEL.

London, April 4.—The trial of Lord Queensberry on the charge of libelling Mr Oscar Wilde is now taking place at the Old Bailey. The defendant pleads justification for the libel. Mr Oscar Wilde was put in the box, and was submitted to a most searching cross-examination, in the course of which he denied that he had been guilty of any misconduct. He made, however, a number of important admissions, while a letter of an equivocal nature from Mr Oscar Wilde to Lord Alfred Douglas, son of the Marquis of Queensberry, was read.

London, April 5.—The cross-examination of Mr Oscar Wilde was continued to-day in the Old Bailey, becoming still more severe as it went on, so that a number of most startling admissions were elicited by Mr Edward Carson, the counsel for the defendant. These admissions produced an immense sensation in the Court, and the case was brought to a sudden termination by Sir Edward Clarke, Mr Oscar Wilde's counsel, asking permission to withdraw the charge. The judges having consented to this course a verdict was entered acquitting the Marquis of Queensberry. This sudden change of front on the part of the prosecution prevented Mr Carson from producing some absolutely damning evidence against Mr Wilde which he had in his possession.

CHRISTIAN REUNION.

London, April 5.—The Archbishop of Canterbury has declared that it would be impossible to bring about a reunion between the Anglican and Roman branches of the Catholic Church so long as the Roman Catholics retain their erroneous doctrines and advance such unscriptural claims to supremacy over all branches of the Church.

THE BUFFER STATE.

Rangoon, April 5.—The members of the Buffer State Commission will shortly disperse, the French section returning to Saigon and the British to Burma.

OBITUARY.

London, March 31.—Lord Alcester.

THE HONGKONG DOCKYARDS.

NO ADMIRALTY DOCK TO BE CONSTRUCTED.

In Committee of Supply on the Navy vote on the 12th March Mr Robertson in the course of his statement referred to the proposed improvements at Hongkong. What was really wanted was an extension of the yard; and the conspicuous position which that part of the world was occupying at present certainly did not lessen the importance of Hongkong as a naval station. (Hear, hear.) It was proposed to reclaim there about six acres of land, so as to make room for workshops and other necessary establishments. Then they would have a deep-sea jetty, with 30ft. of water, and a pier, so that the biggest ships in the Navy could come alongside. They did not, however, propose to build a dock at Hongkong, as there was in existence a dock suitable for all purposes about a mile and a half distant.

Lord George Hamilton in the course of his speech said the experience gained from the war between China and Japan made it the more necessary to insist upon the laying down of battle-ships. He thought a great many naval critics had lost the real point of the Battle of Yalu. The Japanese had every advantage. Their ships were faster, their guns were newer, their officers were better trained, and their men were far more efficient. Yet, notwithstanding these advantages, all the cruisers of the Japanese were able to put out of action only two Chinese ironclads of moderate dimensions, and a shell from one of the older Chinese ironclads happened to strike the Japanese flagship, killed some thirty men, and put the vessel out of action. The lesson to be drawn from this was that, however efficient cruisers might be for attack they could not in any way stand the hammering and the pounding that ironclads could. Assuming other things to be equal, the nation which had most ironclads would win the naval battle of the future, and therefore it was that it seemed to him necessary to press upon the Admiralty the advisability of reconstructing their programme and substituting battle-ships for cruisers.

Commander Bethell said the war in the East had not, from a strictly naval point of view, been so interesting as might have been expected, and on the subject of tactics but little need be said. The principal point was the behaviour of modern men-of-war in action, and he had been struck with the fact that, as far as the information enabled one to judge, heavy ironclads had borne a good deal of hammering from light guns without much damage. Real naval warfare between the Chinese and Japanese had corroborated the lessons derived from mimic war that torpedo boats were most effective at night, and that in the day the battle-ships were able to get rid of them.

HONGKONG SHARE MARKET.

Messrs Chater and Vernon, in their share report for to-day's mail, say:—

The comparative activity of the market reported in our recent issues, which showed some signs of waning at the date of our last, was brought to a sudden conclusion by the Easter holidays, and we have little or no business to report. Rates, however, with few exceptions, have been maintained and notwithstanding the absence of business the market rules steady.

BANKS.—Hongkong and Shanghais have ruled very quiet and we have no business of any importance to report. Shares were enquired for at 175 to 177 per cent. prem., but only a few changed hands at the former rate. At time of writing shares could in all probability be placed at $180, but with the uncertainty of the issue of the pending peace negotiations, neither buyers nor sellers appear to care to make a move, and 180 per cent. prem. must be considered as a more or less nominal rate.

MARINE INSURANCES.—All Marines have ruled weaker, and without sales are offering at quotations.

FIRE INSURANCES.—Hongkongs have continued in demand and buyers vainly offer $185. Chinas continue in request at $90 without finding sellers.

SHIPPING.—Hongkong, Canton, and Macaos have fluctuated between $30 and $32½ in sympathy with the progress of the 'pool negotiations,' which we believe are now definitely settled; at time of closing sales are reported at $32½. Indo-Chinas, in consequence of the seizure of the s.s. *Fiksang*, have ruled rather weaker, and no buyers have been forthcoming to take the few shares that are on offer at $16½. Other Shipping stocks are neglected at quotations.

REFINERIES.—Both Chinas and Luzons continue quite neglected at quotations.

MINING.—Punjoms have changed hands at $6.25, $6.10, and $6 during the week under review, closing with buyers at latter rate. Balmorals have further declined to $6 with sales. Raubs are reported to have been placed at $4.25, $4.50, and $4.75, sellers ruling the market at the latter rate. Other Mining stock has been neglected.

MISCELLANEOUS.—Docks have ruled weaker and after sales at 98 and 97 are on offer at 95 per cent. premium. Lands continue in good odour and sales are reported at $57½ and $58. Watsons have been dealt in in fair quantities at $9.75, $10, and $10.25, closing steady at latter rate. Bell's Asbestos have improved to $10½, after sales at $9.25, $9.50, and $10. Dairy Farms have found further buyers at $3.25 and a parcel of Campbell and Moore has changed hands at $2.50.

SHANGHAI SHARE MARKET.

In his weekly share report, dated Shanghai, 10th April, Mr B. Ruttunjee writes:—

A moderate business is all that can be said in regard of the operations of the past week. The strength shown in Indo-China, as mentioned in my last, has further developed, but in Hongkong Banks there has been somewhat of a collapse.

BANKS.—Hongkong Banks after touching 185% prem., dropped to 180% prem., and subsequently to 170% prem. At the close the market is firmer with sales at 173% prem. The London quotation, after touching £41 stg., went down to £39 stg., and no doubt this had much to do with the fall in prices both here and in Hongkong. Nationals have been purchased from the South at $22, which is an advance of one dollar on the quotation.

INSURANCES.—*Marine*—Unions have been parted with at $160, and sales of North-Chinas are reported in Hongkong at Tls. 215. Straits have declined to par value. *Fire*—Hongkongs have changed hands at $175, and transactions in Chinas have been reported at $79.50 and at $80.

SHIPPING.—Business in Shanghai Tugs have been quoted at Tls. 125, and in Indo-Chinas at Tls. 33 to Tls. 35.

CARGO BOATS.—Quiet.

WHARVES & DOCKS.—No business made public.

MINING.—Sheridans are enquired for at Tls. 1.75.

LANDS.—Nothing doing.

MISCELLANEOUS.—Sales of Gas shares at Tls. 212.50. Hall & Holtz at par, Sumatras at Tls. 410, Lankats at Tls. 110 for cash, and at Tls. 125 for the 30th September, and Horse Bazaars at Tls. 42.50, and also at Tls. 47.50 are mentioned. The Report of the last Company for 1894 has been circulated, showing a profit of Tls. 13,639.56. Having paid an interim dividend of three per cent. in November last, it is now proposed to pay a further and a final dividend of five per cent., making 8% for the year, and carrying forward the balance of Tls. 6,439.56 to this year's accounts. Asbestos shares, 15s. paid up, have found buyers in Hongkong at $9.50.

W. ROBINSON and Company for the highest class Piano Tuning and Repairing.

In the case of the New O. B. G. (Limited), taken in the Chancery Division of the High Court of Justice, questions were raised as to the amount for which a claim and proofs could be made in the winding up in respect of certain leasehold premises at Hongkong, which the liquidator was willing to give up. The facts were complicated, but the case before the Court resulted in one of law—viz., whether claims and proofs by landlords in respect of premises demised to companies which go into liquidation are to be dealt with according to the old decisions in 'In re Haytor Granite Company' (Law Rep. 1, Ch., 77), and Horsey's claim (Law Rep. 5, Eq., 561), or according to a later decision of the House of Lords in the bankruptcy case of 'Hardy v. Fothergill' (Law Rep. 13, App. Cas., 351). Mr Buckley, Q.C., and Mr W. Capron, for the claimants, relied on the older cases above mentioned. Mr R. J. Parker, for the liquidator, contended that those cases were overruled by 'Hardy v. Fothergill.' Mr Justice Vaughan Williams did not deliver a formal judgment, but decided that the earlier cases, and not 'Hardy v. Fothergill,' applied; and his Lordship made an order following that in Horsey's claim.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr S. Aura	Mr J. Kinglorn
H.R.H. Prince Bedyalabh of Siam	Mr W. Krumme
	Lt. Kühnemann
H.R.H. Princess Bedyalabh	Mr J. E. Lumble
	Hiang Lothai (Deputy Director-General)
Lieut. Behm	Khun Lekha (Private Secretary)
Mr J. W. Bolles	
Mr G. C. Boumon	
Mr L. A. Breton	Mr H. McCallum
Mr B. J. Brotherton	Mr J. McWilliams
Mr W. J. Canter	Mr T. Mitchell
Mr L. de Castro	Mr J. de Navarro
Capt. Cunningham	Mrs Ommaney
Mr W. A. Duff	Mr W. Parfitt
Dr Dieniiz	H.R.H. Princess Prawasawati
Mr J. Fanow	
Mr Y. Fenwick	Mr R. S. Sinclair
Mr G. Friesland	H.R.H. Princess Sumalya
Col. & Mrs O'Gorman	
Mr Douglas Graham	Mr J. H. Symington
Mr R. S. Gunn	Mr and Mrs J. P. Thomas and child
Mr Gelbnuhr	
Mr G. Harris	Mr M. S. Tsomaeff
Mrs Hodgins	Mr Warbœwd
Mr and Mrs Jerome and maid	Hon. H. E. Wodehouse
Mr J. J. K. Iseis	

PEAK HOTEL.

Mrs J. Anderson	Major The Hon. E. Noel
Mr J. G. Buckle	
Miss Coe	Mrs Noel and child
Capt. Von Corbach	Mr J. Rankin
Mr H.

Intimations.

CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD.
Hongkong, August 18, 1891. 1612

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 742

INDIAN CONDIMENTS.

THE BEST QUALITY!!
THE BEST QUALITY!!

CHUTNIES. *Per dozen.* Rs. As.

SLICED, Sweet Sliced, Lucknow, Col. Skinner's, Calcutta Club, Armenian, Major Grey's, United Service Club, Mixed, Malda, Cashmere, Pindaree, Bengal Club, Col. Goad's, Cabool, Our Taste, in quart bottles 12 8

JELLIES.

Guava, Sarrel, Mango, Corunda, in bottles 12 8

JAMS.

Pineapple, Tipparac, Mulberry, in bottles 12 8

PRESERVES.

Spiced Mango, Pineapple, Emblic Myrabolam, Tamarind, Citron, Mango, Koovera, Bael, Pulbul, Limes, Orange, in bottles 12 8

MARMALADES.

Citron, Mango, Bael, Orange, in bottles 12 8

CHEESE.

Guava, Bael, 1lb tins, per dozen 10/-
2lb tin 16 0

SYRUPS.

Lemon, Orange, Tamarind, Blackberry, Bael, Pineapple, Rose, Almond, Pomegranate, in quart bottles 12 8

PICKLES.

Onion, Cabbage, Bombay Mango, Lime, Bamboo, Red Cabbage, Sweet Mango, Mango, Mixed, Cauliflower, Sweet Cauliflower, bottles 12 8

SAUCES.

Tapp, Tanisto, Mango, Tomatoe, Volcanic, in pint bottles 10 0

CURRY POWDER & PASTE.

Curry, Malabar, Madras, Mulligatawny, in quart bottles, ...12 8

LIME JUICE, &c.

Pure Non-alcoholic Lime Juice, in bottles 9 8
Ground, Cayenne Pepper, White Pepper, Black Pepper, ½lb bottles 12 8
Nepaul Pepper Ground, ½-pint bottles 11 0

INDIAN CURRIES.

In 1lb Hermetically sealed tins—
Beef, Mutton, Pork, Fowl, Fish, Crab, &c., per tin 6Rs. 10As.... 7 0

TAMARIND FISH.

Tamarind Hilsa Fish, Tamarind Fish Roes, real delicacies, 3lb jars 22 0
Smoked Mango Fish with Roes, 50 in a tin, 3Rs. 8As., 100 in a tin... 6 0

The above Stores supplied at dozen rates even if ½ dozen of each kind is ordered at a time. Liberal discount to Clubs, Messes and the trade. Cases for 1 dozen 8 Annas extra, for 2 dozen R1 extra.

CORNED BEEF. Rs. As.

Corned Beef in 20lb, 30lb, and 50lb barrels—barrels free, per lb... ... 0 8
Corned Mutton in 20lb, 30lb and 50lb barrels—barrels free, per lb... 0 10
Corned Ox-tongues, 12lb in a barrel, per barrel 9 0
Smoked Ox-tongues, 6lb in a tin, per barrel 5 0

SPICED & HUNTER'S BEEF.

Spiced & Hunter's Beef—Rounds and Humps, weighing 4 to 14 lbs, packed in tin and lard—6 tins in a case, per lb 0 14

DAIRY BUTTER.

Best Quality Dairy Butter (slightly salted) in 20lb barrels—per barrel.16 0

TERMS CASH WITH ORDER.
Sole Export Agent for three of the Best Indian Manufacturers.

N.B.—GOOD SHOW ROOMS for displaying Samples of CHINESE CURIOS, CANE GOODS, SILKS, &c., &c. Consignments received.

JAMES LINTON,
2, Swallow Lane,
1155 CALCUTTA.

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE of LIME
FOR DISEASES OF THE CHEST

All suffering from **Catarrh, Consumption, Obstinate Coughs or Colds** and those affected with diseases of the **Chest, Lungs** and **Bronchial Tubes**, should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Nightsweats; and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. **Beware of Imitations.**

GRIMAULT & Co., Paris. Sold by all Chemists

For Sale by A. S. WATSON & Co., Chemists.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) ... } THURSDAY, April 18, at daylight.
China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... } TUESDAY, April 30, at noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)... } SATURDAY, May 18, at noon.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, *vid* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, TO-MORROW, 18th April, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the **INLAND SEA OF JAPAN,** and call at HONOLULU, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

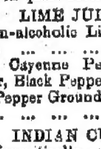
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, April 17, 1895. 500



STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *GANGES*, Captain T. F. CREERY, carrying Her Majesty's Mails, will be despatched from this for LONDON, *vid* BOMBAY, on THURSDAY, the 25th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay without transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
ALF. WOOLLEY,
Acting Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, April 11, 1895 702

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Victoria.....	Tuesday	April 23.
Tacoma.....	Tuesday	May 14.
Sikh.....	Tuesday	June 4.
A Steamer.....	Tuesday	June 25.

THE Steamship *VICTORIA*, Captain J. PANTON, R.N.R., sailing at Noon, on TUESDAY, the 23rd April, will proceed to VICTORIA, B.C., and TACOMA, *vid* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.
Hongkong, March 30, 1895. 662

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895. 1895.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R..WEDNESDAY, 1st May.
EMPRESS OF JAPAN...Comdr. G. A. LEE, R.N.R.....WEDNESDAY, 22nd May.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 12th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANSCONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

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Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).... } TUESDAY, May 28, at noon.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama)... } TUESDAY, June 18, at noon.

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, *vid* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 9th May, at Noon, connection being made at Yokohama with Steamers from Shanghai.

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Agent.
Hongkong, April 10, 1895. 689

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PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Preussen.....	Monday	April 29.
Karlsruhe.....	Monday	May 27.
Prinz Heinrich...	Monday	June 24.
Bayern.....	Monday	July 22.
Preussen.....	Monday	August 19.

ON MONDAY, the 29th day of April, 1895, at 3 p.m., the Company's S.S. *PREUSSEN*, Captain HÖGEMANN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 27th Instant, Cargo and Specie will be received on board until Noon, on MONDAY, the 29th Instant, and Parcels will be received (at the Agency's Office) until Noon, on SATURDAY, the 28th Inst. Contents of Packages are required. No Parcel Receipts will be signed for less than $2, and Parcels should not exceed Two Feet Cubic in measurement.

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Linen can be washed on board.

For further Particulars, apply to

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Achilles	5 c	Harvey	Brit. str.	1487	April 16	Butterfield & Swire	Shanghai	
Benmohr	3 c	Clark	Brit. str.	1935	April 5	Chinese		
Bygdo	3 c	Brekke	Norw. str.	771	April 14	Wieler & Co.		
Cassius	7 h	Unruh	Ger. str.	1504	April 14	Lauts, Wegener & Co.		
Changsha	6 c	Anderson	Brit. str.	1459	April 10	Butterfie'd & Swire	Sydney	To-day
City of Peking	6 c	Ward	Amer. str.	3128	April 11	P. M. S. S. Co.	San Francisco	To-morrow
Decima	8 c	Christenson	Ger. str.	966	April 14	Shewan & Co.		
Hanoi	5 c	Chodzko	Fch. str.	758	April 16	A. R. Marty	Haiphong	To-morrow
Holstein	5 c	Bruhn	Ger. str.	1103	April 17	Wieler & Co.		
Hunan	5 c	Shaw	Brit. str.	1156	April 16	Butterfield & Swire	Chefoo	To-morrow
Inse Mannich	5 c	Tofte	Norw. str.	446	April 17	Chinese		
Kutsang	5 c	Payne	Brit. str.	1495	April 16	Jardine, Matheson & Co.	Singapore	23rd inst.
Kwong Mo	5 c	Mahon	Brit. str.	177	April 17	Chinese	Amoy	
La Manche	3 c	Lecarriere	Fch. str.	1251	April 15	Messageries Maritimes		
Marie Jebsen	8 c	Matthiessen	Ger. str.	1807	April 11	Bradley & Co.		
Michael Jebsen	3 c	Bruhn	Ger. str.	710	April 16	Wieler & Co.	Haiphong	To-morrow
Mongkut	2 h	Farrell	Brit. str.	850	April 10	Yuen Fat Hong	Swatow & Bangkok	
Nanking	5 c	Sorensen	Brit. str.	844	April 16	Order		
Natal	5 c	Verron	Fren. str.	4039	April 17	Messageries Maritimes	Shanghai	To-day
Niobe	5 c	Pfaff	Brit. str.	1603	April 17	Siemssen & Co.	Hamburg	19th inst.
Phra Nang	2 h	Watton	Brit. str.	1021	April 13	Butterfield & Swire	Bangkok	20th inst.
Picciola	5 c	Haas	Ger. str.	875	April 15	Melchers & Co.		
Polyphemus	5 c	Chubb	Brit. str.	1813	April 8	Holliday, Wise & Co.		
Queen Adelaide	5 c	Ritson	Brit. str.	1836	April 9	Government		
Sabine Rickmers	2 k	Sanders	Ger. str.	698	April 17	Arnhold, Karberg & Co.		
Strathavon	5 c	Sim	Brit. str	174[illegible]	April 10	Dodwell, Carlill & Co.	Saigon	To-morrow
Swatow	3 c	Brorsen	Ger. str.	630	April 15	Melchers & Co.	Hoihow, &c.	To-morrow
Taicheong	2 c	Duhme	Ger. str.	822	April 16	Meyer & Co.		
Tellus	3 c	Amundsen	Norw. str.	1639	April 6	Butterfield & Swire		
Sailing Vessels.								
Charon Wattana	3 c	Koch	Siam. bqe.	656	Mar. 26	Chinese		
Fannie Skolfield	3 c	Sherman	Brit. bqe.	1034	April 16	Order		
Glenesslin	2 c	Pritchard	Brit. sh.	1743	April 4	Standard Oil Co.		
Lina	3 c	Albrecht	Ger. bqe.	460	Mar. 22	Chinese		
Mohican	3 c	Johnson	Amer. bqe.	963	Mar. 1	Order		
Queen Margaret	4 c	Faulkner	Brit. sh.	1999	Mar. 31	Order		
Rajah	8 h	Bollmer	Ger. sh.	1245	Jan. 18	Order		
Sachem	3 k	Bartlett	Amer. sh.	1312	Jan. 11	Shewan & Co.		
Serrano	4 c	Waterhouse	Amer. bqe.	618	April 6	Chinese		
St. David	3 c	Carver	Amer. sh.	1536	Mar. 31	Reuter, Brockelmann & Co.		
Velocity	5 c	Martin	Brit. bqe.	491	April 10	Chinese		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Æolus	twin-screw cruiser 2nd class	3600	8	7000	Captain Robert L. Groome	Hongkong
Amethyst	despatch-vessel	1770	4	3180	Commander De Lisle	Hongkong
Archer	cruiser 3rd class	1770	6	2200	Comd. Conyers Lang	Amoy
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. J. Norcock	Haichow
Centurion*	twin-screw battle ship	10,500	14	13,000	Captain J. M. McQuhae	Hongkong
Daphne	sloop	1140	8	1400	Commander MacArthur	Shanghai
Edgar	twin-screw cruiser 1st class	7350	12	10,000	Capt. William H. Henderson	Chefoo
Esk	s.-bt. 3rd class coast defence	363	2	340	Lt.-Com. Ravenhill	Ichang
Firebrand	gunboat 2nd class	465	4	460	Lieut.-Com. L. G. Tufnell	Newchwang
Leander	cruiser 2nd class	4300	10	5500	Captain Count Metaxa	Formosa
Linnet	gun-vessel 2nd class	756	5	1050	Commander Bearcroft	Hongkong
Mercury	cruiser 2nd class	3730	13	7300	Capt. Wilmot H. Fawkes	Singapore
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Laxton	Nagasaki
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Hankow
Plover	gunboat 1st class	755	6	1200	Lt.-Com. Hon. F. C. H. Addington	Shanghai
Porpoise	cruiser 3rd class	1770	6	3500	Commander F. R. Pelly	Chefoo
Rattler	gunboat 1st class	710	6	1200	Lieut.-Com. Hugh Cotesworth	Chinkiang
Redbreast	screw gunboat 1st class	805	6	720	Lt.-Com. Robt. H. J. Stewart	Takow
Redpole	gunboat 1st class	805	[illegible]	1200	Lieut.-Com. C. G. May	Bangkok
Severn	cruiser 2nd class	4050	12	6000	Captain Henderson	Hongkong
Spartan	twin-screw cruiser 2nd class	3600	8	7000	Captain Alfred L. Winsloe	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Commander R. K. McAlpine	Tientsin
Tweed	s.-bt. 3rd class coast defence	363	3	340		Takow
Undaunted	cruiser	5600	14	8500	Captain Hallifax	Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore Boyes	Hongkong
Wivern	coast defence ship, armoured	2750	4	1450		Hongkong

Torpedo Boats in Reserve Nos. 3, 29, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, K.C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Kornilloff	Russian cruiser	5000	—	—	Captain Eltchaninoff	Yokohama
Admiral Nakhimoff	Russian flagship	7781	32	9500	Captain Kasheririnoff	Nagasaki
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Alert	U. S. corvette	1020	8	—	Captain Durand	Shanghai
Alger	French cruiser	4122	10	8254	Captain Jaunegeiberry	Kelung
Alliance	American cruiser	—	—	—	Commander F. McCurley	Nagasaki
Arcona	German cruiser	2600	14	—	Captain A. Sarnow	Hongkong
Aspic	French gunboat	472	4	450	Commander Journet	Bangkok
Baltimore	U. S. flagship	4600	10	—	Captain R. F. Day	Nagasaki
Borgo	Russian torpedo boat	115	—	—	Captain Moursvieff	Hongkong
Bayard	French flagship	6200	—	—	Commander Fortin	Nagasaki
Beautemps-Beaupré	French wooden sloop	1360	9	—	Captain Ternet	Nagasaki
Bobro	Russian cruiser	—	13	—	Captain Enkvisky	Chefoo
Castilla	Spanish cruiser	3626	—	—	Capt. Enrique Sanlula	Manila
Charleston	American cruiser	—	—	—		Chefoo
Comète	French gunboat	500	—	—	Capt. Maudet	Chefoo
Concord	American cruiser	1700	—	—	Captain Impey	Shanghai
Cristoforo Colombo	Italian cruiser	2740	—	—	Captain Francisco Gavotti	Hongkong
Detroit	U. S. cruiser	2000	16	5400	Commander J. S. Newell	Nagasaki
Diu	Portuguese gunboat	706	—	—	Captain Gomes	Hongkong
Don Juan de Austria	Spanish cruiser	—	—	—	Commander José Padriñan	Manila
Duguay Trouin	French cruiser	3661	14	3740	Captain Bayle	Woosung
Forfait	French cruiser	2200	—	—	Captain Courregelles	Woosung
Gay Jamud	Russian man-of-war	700	—	—	Captain Melnitzky	Foochow
Girmiostchy	Russian gunboat	1500	12	2000	Commander Cherkass	Singapore
Gumeast Ely	Russian gunboat	1492	—	—	Capt. Cherkass	Yokohama
Haydamak	Russian gunboat	700	—	—	Commander Melnitzky	Singapore
Ibis	German gunboat	489	4	330	Capt.-Lieut. Ingenold	Tientsin
Irene	German flagship	4400	—	—	Capt. von Drosky	Hongkong
Isly	French cruiser	4160	10	—	Captain Rivet	Formosa
Inconstant	French gunboat	800	—	—	Capt. Granier	Shanghai
Koryetz	Russian gunboat	—	—	—	Capt. Timoffeff	Shanghai
Lion	French gunboat	460	—	—	Lieutenant Papaix	Chefoo
Lutin	French gunboat	485	4	425	Lieut.-Com. Mouneyers	Shanghai
Machias	American cruiser	1050	8	1600	Commander Houston	Amoy
Manila	Spanish transport	2000	—	—	Captain Vimigra	Hongkong
Marie	German cruiser	2100	10	—	Captain Credner	Chefoo
Maria Cristina	Spanish cruiser	3502	—	—	Captain Artrin Gavin	Manila
Marion	U. S. corvette	1900	7	1170	Commander Gridley	Chefoo
Manjour	Russian cruiser	1700	7	—	Commander Andreeff	Korea
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. Empy	Tientsin
Neyeshlock	Russian cruiser	—	9	—	Captain Zarine	Vladivostock
Otwagny	Russian gunboat	1500	—	—	Captain Rodionoff	Hongkong
Pamiat Azova	Russian cruiser	3060	—	—	Captain Schoukhnine	Nagasaki
Petrel	U. S. gunboat	884	6	550	Lt.-Com. Emory	Nagasaki
Pluvier	French gunboat	540	—	420	Lieut.-Commander Videl	Bangkok
Rynda	Russian gunboat	1320	10	—		Chefoo
Rein Cristina	Spanish cruiser	1057	—	—	Com'der Fr. D. Arturo Gavin	Hongkong
Reval	Russian torp do-boat	100	—	—	Captain Barsh	Hongkong
Rynda	Russian cruiser	3000	24	—	Captain Rimsk-Kowakoff	Kobe
Sinaia	Russian gunboat	—	—	—	Captain Batranoff	Vladivostock
Sivoutch	Russian cruiser	950	13	—	Captain Astromoff	Tientsin
Sophie	German cruiser	—	—	—	Capt. in Herbing	Nanking
Triomphante	French cruiser	4600	—	—		Saigon
Umbria	Italian cruiser	2400	21	6500	Captain Bertolini	Yokohama
Vipere	French gunboat	480	4	425	Commander Constolle	Bangkok
Vladmir Monomach	Russian cruiser	3500	—	—	Captain J. Rogestvensky	Yokohama
Wolf	German gunboat	384	6	340	Captain Kreuschmann	Hongkong
Yorktown	U. S. cruiser	1700	16	3200	Commander W. M. Fouller	Nagasaki
Zabiaka	Russian cruiser	500	—	—	Captain Domojiroff	Nagasaki

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